

## REMARKS

Claim 1 has been amended to place the caution sign having a touch area in spaced relation to the fuel hose nozzle. Such positioning of the touch pad is believed to clearly distinguish applicant's method as defined by claims 1-5 over Cohen, which places the touch contact member or switch at the nozzle. Cohen's construction lacks safety attributes because a touch pad or switch at the nozzle is hazardous. The grounding device 44 of Cohen, with its contact member 44A, is described as being near the nozzle 22 (col. 3 lines 9,10). In the embodiment of Fig. 4 of Cohen the grounding switch adjacent the nozzle is activated wherever the fuel is delivered to the vehicle. The thrust of Cohen is that the nozzle should not be removed from the fuel tank port unless the grounding switch adjacent the nozzle is activated. Actuation of a conductive switch in the gas cloud at the gas tank is dangerous and should be avoided. The method of claim 1 is directed to achieving grounding of the operator prior to fueling through use of a grounding touch pad remote from the nozzle.

Cohen's grounding system was developed for grounding an operator after filling a gas tank with hydrogen and prior to removal of the fuel fill nozzle. The nozzle of Cohen is locked to the fuel tank port when it is being filled and is not unlocked until the operator activates a grounding switch adjacent the nozzle.

In applicant's invention, the customer is grounded prior to filling his gas tank. The typical automotive gasoline station does not lock the fuel delivery nozzle to the fuel tank port and therefore the operator needs to be "grounded" before he opens the fuel tank. The system of Cohen does not produce a safe system for gasoline dispensing to an automotive vehicle at present day public service stations because the spark produced by the grounding switch adjacent the nozzle and fuel tank could ignite the gas cloud that exists during the filling of a vehicle

gasoline fuel tank. Cohen does not suggest applicant's claimed construction. Cohen suggests static discharge at the nozzle with the nozzle in a fueling position. In applicant's invention the static is dissipated at a distance from the vehicle gas tank and prior to dispensing gasoline.

Cohen's sign is not a caution sign. It is a sign instructing a trained operator to remember to unlock a nozzle system that disallows vapor emissions. It does not function in the manner of applicant's caution sign defined in claims 1, 3, 4 and 5. Applicant provides a caution sign with a touch pad and instructions at the fueling station in remote relation to the nozzle. Thus the public is provided a safe and gentle discharge of a static electricity, thereby avoiding a discharge of static electricity in the gas cloud that exists at the fuel tank port during a normal gasoline refueling operation.

Claim 2 has been amended to improve its grammar. Dependent claims 2, 3, 4 and 5 are believed allowable for reasons advanced for allowance of parent claim 1. Kinzie, applied against dependent claims 3, 4 and 5, in col. 10, lines 24-28 states "The unused portion 205 of the second display.....may be used for other purposes including advertising, safety instructions, etc". Since the displays of Figures 7 and 7a relate to banking activity the safety instructions logically would relate to personal safety while engaged in banking activity, i.e. precautions as to robbery or identity theft. Kinzie does not suggest applicant's claimed methods and apparatus. Rankilor, applied against claim 2, specifies resistance but does not teach the warning functional sign with a touch area remote from the fueling area. Bradt et al, applied against dependent claims 4 and 5, discloses a system for controlling gasoline vapor emissions, which includes a processor unit 44 with a thermal burner 60 installed on the top of a service station 46 "or elsewhere as fire safety rules permit". There is no indication that any fire safety rules are posted at the service station.

Allowed claim 6 has been amended to change "at said pump module" to "near said pump

module”.

Claim 9 has been amended to correct grammatical errors.

Claim 15 has been amended to correct “when to said” to “when said.”

The allowability of claims 6-16 is appreciatively noted.

Reconsideration and allowance are solicited.

Respectfully submitted,



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